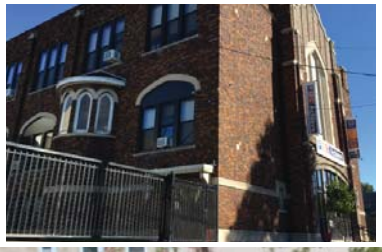
HUDSON AVENUE COMMUNITY CHARRETTE REPORT, OCTOBER 2016



Photos: CDCR Archive

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INTRODUCTION

The Hudson Avenue Community continues its legacy of cultivating leaders in the realms of social change, health care, education, and entrepreneurship through the charrette process documented in this report.

Six months of preparation by the Hudson Avenue Charrette Steering Committee, working with the Community Design Center Rochester (CDCR), included review of the existing conditions along the Hudson Avenue corridor between Central and Clifford Avenues and identification of assets and areas of opportunity.

The purpose of this report is to inform development of a comprehensive master plan for the Coalition of Northeast Associations (CONEA) Service Area in the City of Rochester. This report is also designed to act as a standalone resource to assist Hudson Avenue stakeholders as they advocate for improvements to the Hudson Avenue Corridor. This work was undertaken with the belief that improving the built environment can have a profound and lasting major role in rebuilding a community. Impacts include rebuilding the business base, improving education and wellness, increasing safety, and the vibrancy of the community.

Report sections on the Community's history and today's influences provide context for the charrette work. Inclusion of original charrette drawings and notes organized by geographic focus area assure each participant's voice is reflected in the pages that follow. A consolidated narrative summarizes and categorizes charrette participant input. Finally, steering committee leaders express their vision for next steps in building a better community.

Source: CDCR Archives

Pre-Charrette Walkthrough

Source: CDCR Archives

Early Steering Committee Meeting

Source: CDCR Archives

Charrette Day Workgroup

Source: CDCR Archives

Charrette Day Workgroup Walkthrough

Source: CDCR Archives

Charrette Day Workgroup Presentation

Source: CDCR Archives

CDCR Developing Report

HISTORY

COMMUNITY FABRIC

Hudson Avenue, located east of the Genesee River in the city of Rochester's Northeast, was initially developed by Irish immigrants as the Town of Brighton in 1820. It became a part of the 13th Ward in 1834 after being annexed by the city of Rochester. The population grew with the addition of German immigrants in the 1840s. Eastern and Southern Europeans were the next immigrant groups to move into the neighborhoods surrounding Hudson Avenue. Successful earlier residents moved further north of the City to escape overcrowding.

Modest, cottage-style houses were built for workers and their families. As new immigrants moved into the Northeast they repurposed houses of worship for a succession of different religions. Retail businesses catered to the needs of each new group.

Life was hard for the majority of the area's 62,000 residents at the turn of the 20th century who earned wages at or below the poverty level. Deplorable labor and public health conditions combined with overcrowding and unsafe housing led to the birth of social organizations. These groups, often led by civic-minded Rochesterians, intervened to improve the quality of life for Northeast residents.

Washington Grammar (Number 26) School located on Lewis Street added two wings to accommodate rapid population growth and became the largest school in the City. The principal, Col. Moulthrop, introduced the first evening school program, persuaded City officials to make the school a free milk station, and engaged the first public school swimming instructor in America.

Political opposition led to the termination of many school social programs in 1909, which increased the demand for services provided by Social Settlement of Rochester (renamed Baden Street Settlement in 1922). Similar assistance was soon provided to Italians at Lewis Street Settlement, Ukrainian families at St. Josephat's Greek Catholic Church on Hudson Avenue, and Lithuanians at St. George's Roman Catholic Church on Hudson Avenue by 1910. After World War I, an even higher demand for faith-based social services led to the establishment of St. Simon's Episcopal Church, the first African American church in Rochester, on Oregon Street.

Despite hardships, an impressive group of leaders came of age in Northeast Rochester. Meyer Jacobstein, raised by a clothing worker's family on Nash Street, completed studies at University of Rochester and Columbia University to later become a member of Congress. Louis Lazarus was elected a State Assemblyman in 1910. Col. Moulthrop took a leave of absence as principal to be appointed Rochester's first district playground superintendent by the Board of Education in 1912.

In 1935, social workers, interested in finding housing for poor families, sparked an investigation of substandard conditions. African-American residents were found to be paying the highest rents for the worst housing in the City. Any action to address these conditions was delayed due to the start of World War II. Northeast neighborhoods experienced a significant influx of African Americans and by the

Source: Anthony Jordan 1st Annual Report

Baden Street Health Center

Source: Rochester Public Library

1913 Baden Street Settlement

Source: Rochester Public Library, Albert Stone Collection

1916 sledding at School #9

Source: Rochester Public Library, Albert Stone Collection

1921 Col. Moulthrop and the Lincoln Guards

end of the war, this group made up 50 percent of the neighborhood population.

Poor housing stock in the 7th Ward was demolished in 1953 and replaced by Hanover Houses, a public housing project. Hanover Houses, containing 390 units, brought many children into the nearby schools and to Baden Street Settlement. Hanover Houses itself was demolished in the 1980s as public housing projects across the nation moved away from the highrise model. Former residents still gather together yearly for "Hanover Houses Reunions" in nearby Baden Park. Chatham Gardens and Holland Townhouses were built in the 1960s to provide affordable housing in the area near Baden Park.

The Rochester Neighborhood Health Center dedicated its new building on Hudson Avenue to Dr. Anthony Jordan in 1973.

In the last 20 years, a large number of vacant singlefamily houses, on the side streets north of Upper Falls, were demolished by the city of Rochester leaving significant gaps in the fabric of this residential area. While some newer infill housing has been built, sections of Vose, Edward and Gilmore Streets are still largely vacant.

Like other Northeast area leaders before him, Dr. Freddie Thomas, an Eastman Kodak scientist spent much of his free time engaging in his community especially by tutoring young people.

Interviews with long-time residents of this neighborhood reveal that in in their lifetimes this was a safe, walkable, and pleasant neighborhood. Hudson Avenue was a vibrant, tree-lined commercial corridor. Baden Park was a center of community activity. An oversized sleigh was set up each winter at Baden Park creating a very exciting sledding hill. A number of Battle of the Bands concerts were organized by Baden Street Settlement and Stevie Wonder and James Brown both performed in the park.

"I used to walk several blocks over to School Number 9 on Joseph Avenue as a little girl and it was completely safe. The school was good. Franklin High School was also a good school and Edison Tech was just up the road."

Source: Rochester Public Library

1979 Baden Street Settlement Executive Director & Steering Committee Member Minister Ray Scott (R)

Source: Rochester Public Library

1979 Baden Street Settlement Kids

Source: Rochester Public Library, Albert Stone Collection

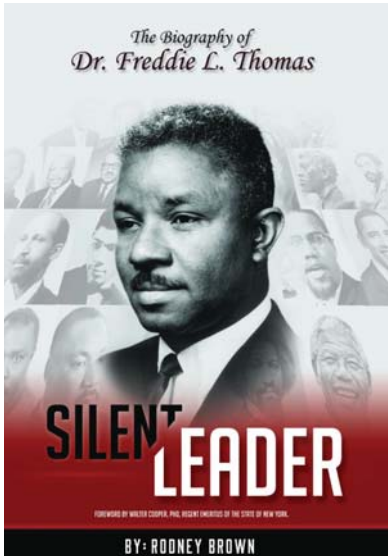
Meyer Jacobstein

Source: Rochester Public Library

1950s Urban Renewal

Source: Rochester Public Library

1970s Hanover Houses



HISTORY

TRANSPORTATION AND CONNECTIVITY

Rochester's Northeast was poorly connected to Rochester's downtown and the west side of the Genesee River through the 1830s. While the Rochester Auburn Railroad, completed in 1841, catalyzed the clothing industry to develop the area in the 1850s, resident transportation would face barriers for years to come.

In 1848, omnibus cars drawn by horses finally connected northeast neighborhoods to downtown and the southern edges of the City. Omnibuses expanded and dominated the transit market for the next fourteen years. In 1862, a charter for a horsecar system was implemented and grew quickly. In six months, the horsecar system totaled 6.6 miles of track extending past Clifford Avenue. Horsecars would only serve Rochester for two decades before being made obsolete by the electric trolley. The Rochester Railway Company soon electrified trolley service across the City and extended it to Charlotte. By 1908, trolley cars traveled on 15 individual lines.

In the 1880s the railroad track, which had previously constricted travel downtown, was rebuilt as an elevated railway. This opened the Northeast neighborhood to increased settlement. The Platt Street Bridge, opened in 1894, provided the first safe pedestrian connection across the Genesee River to the west, creating access to more job opportunities across the river.

Motorbuses replaced electric trolleys by 1940. They would remain the dominant form of transportation until the 1950s when personal automobiles became more affordable and gas rationing was abandoned after World War II. The City assumed operation of motorbus companies in 1967.

In the late 1970s the city of Rochester launched a large street improvement project for the Hudson Avenue corridor. The goal was to create "a visual impact on the neighborhood using new curbs, sidewalks, trees, and benches to beautify the street." (Lyons, Douglas C. "They hope for a lovelier Hudson Avenue" Democrat & Chronicle [Rochester, NY] December 1977. The hope was that by improving Hudson Avenue, owners would invest in improvements to their buildings.

Source: Rochester Public Library

1925 Hudson Avenue Street Car

Source: Rochester Public Library, Albert Stone Collection

Rail Bridge Under Construction

Source: Rochester Public Library, Albert Stone Collection

1917 Platt Street Bridge

Source: Rochester Public Library, Albert Stone Collection

1945 Subway

Source: Rochester Public Library (Democrat & Chronicle)

1977 Hudson Avenue Construction

Source: Rochester Public Library

1941 Bus and Trolleys

HISTORY

EMPLOYMENT AND ENTREPRENEURSHIP

The improvement of rail access in the 1850s led to growth of the textile industry and related jobs in Northeast Rochester. By the turn of the 20th century, many women and children did piecework in their homes for industry giants like Hickey-Freeman. In January 1913, garment workers went on strike to protest working conditions and wages. After weeks of daily strike parades through the clothing district, some subcontractors welcomed any workers desperate for money. Tension between the strikers and strike-breakers mounted until a frightened subcontractor fired into the crowd of strikers, killing 17-year-old Ida Berman. Many rallied to the garment workers' cause. Finally, a settlement was negotiated and the strike ended.

In 1933 Bond Clothes moved from New Brunswick, NJ to Rochester and by 1938 had become the largest employer of textile workers in Rochester, employing over 2,500 people.

A number of clothing factories closed during the Great Depression and thousands lost their jobs. Business recovered during World War II and plants employed 9,000 workers. Today only Hickey-Freeman remains still located on North Clinton and Avenue D.

Bartholomew Brewing Company and Genesee Brewing Company were two of the many breweries that opened on the Genesee River starting in the 1870s. The Prohibition Era in the 1920s caused many breweries to branch out into other products, such as Bartholomew Brewing, which switched to manufacturing a variety of dairy products.

Bausch & Lomb first opened its factory doors in 1874. In the early years, Bausch & Lomb manufactured rubber eyeglass frames along with other products requiring high levels of manufacturing precision. In the early 1900s, Bausch & Lomb expanded its products to include microscopes, binoculars, and a specialized camera shutter. By World War I, Bausch & Lomb expanded its plants in the area, manufacturing optical quality glasses, sunglasses for military use, and camera lenses. Bausch & Lomb moved its operations to a more modern facility on North Goodman Street in 1947. Two former factory buildings still stand on St. Paul Street. Other major employers in the area included Hudson Steel, Rochester Gas Works, Curtice Brothers, Yawman and Erb, Stecher Lithographic Company, and Voght Manufacturers. Many smaller businesses such as bakeries, woodworking shops, and machine-tool companies were established in the neighborhood to supply large manufacturers and meet the domestic needs of their workers. In the early 1900s, one such business was Kieffer Grocery located at the intersection of Hudson Ave and Baden Street.

Source: Rochester Public Library, Albert Stone Collection

1913 Garment Workers Strike

Source: Rochester Public Library

1899 Standards Brewing Co.

Source: Rochester Public Library, Albert Stone Collection

1917 Genesee Brewing Co.

Source: Rochester Public Library

1920s Bausch and Lomb

HISTORY

The Labor Lyceum, a labor issues discussion group, was evicted from City Hall in 1912 due to its purported affiliation with socialist ideologies. They built a permanent building on St. Paul Street in the Northeast and continued to hold weekly lectures and discussions into the 1950s.

As manufacturers left the Northeast, the neighborhood suffered from an increasing scarcity of jobs for residents. Friction between police and residents grew. An arrest in July 1964 escalated into a 3-day riot starting on Joseph Avenue and expanding across the area. Shops were looted by rioters and because of the extensive damage, some shop owners chose to leave the neighborhood.

In response to the 1964 riots, the Urban League opened a Rochester branch. In 1965, Saul Alinsky was brought to Rochester by the Rochester Council of Churches to help organize FIGHT (Freedom, Independence, God, Honor, Today). Reverend Franklin Florence became president of the organization. In 1967, Reverend Florence led a successful effort to initiate a Kodak training and recruitment program for the local African American community.

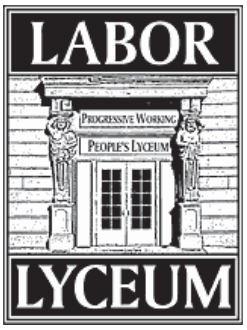
Even into the late 1970s, Einnhorn's Grocery Store, Marion's Superette, and Alex's Dry Cleaning & Alterations were some of the small businesses within the Hudson Avenue corridor. As a resident recently said,

"We didn't have to leave the neighborhood. There were grocery stores, furniture stores, clothing stores, a meat market, a dairy, a bank, a lumber yard, barber and beauty shops, restaurants, churches, car repair shop… everything we needed."

m0001427.jpg Rochester Municipal Archives

Source: Rochester Public Library

1964 Riots



Source: Rochester Public Library

Source: Anthony Jordan 1st Annual Report

1973 Anthony Jordan Health Center

TODAY

COMMUNITY FABRIC

The Hudson Avenue Community Charrette Study Area (HACCSA), defined as Hudson Avenue between Clifford and Central Avenues, straddles four U.S. Census tracts that include 4,900 residents. Fifty-five percent of these residents identify themselves as Black or African American and nearly 40 percent identify themselves as Hispanic or Latino . The community has access to several important assets including a park, schools, a health center, faith communities and some stores and restaurants including the following: (Steering Committee to review)

- Anthony Jordan Health Center
- Baden Park
- Baden Street Settlement
- Boss Sauce
- Bundle of Joy Daycare
- CONEA
- Canopy Coin Laundry
- Church of God and Saints of Christ
- Coaches Kuts Barber Shop
- Crosby Bownlie Inc.
- Evelyn's African Braiding Salon
- Firefighter's Union Hall
- First Genesis Baptist Church
- Hello Hudson
- Henry Street Garden
- Holy City International Church of God in Christ
- HOPAR Church
- House of Mercy
- Hudson Savemore
- Masjid Tawfeeq of Rochester
- Mount Carmel Worship Center
- North Side Church of Christ
- Peace Missionary Baptist Church
- Public Meats Groceries
- PUC Achieve Charter School
- R Community Bikes
- Rochester City School # 6
- St. John Baptist Church
- Sticky Fingers BBQ
- United Church Ministry

Even with these assets 40 percent of the parcels in the blocks bordering the study area are either empty or contain vacant buildings. For example, 15 of 23 houses were lost between 1990 and the late 2000s on the block bordered by Vose St., Gilmore St., Edward St., and Hudson Avenue. This represents both a challenge and opportunity for creating housing solutions.

Approximately 80 percent of the population in the U.S. census tracts mentioned above live in rental housing. Holland Townhouses (72 units) and Chatham Gardens (184 units), both offer affordable housing, and are home to a significant number of residents in the heart of the HACCSA. The future DePaul development will add approximately 150 market rate and affordable/supportive rental units. These new residents are a potential market for goods and services and represent an opportunity for business development and job growth in the Hudson Avenue corridor.

Several other significant projects are either underway or will soon break ground. Rochester's Firefighters Union Hall, currently under construction at Hudson Avenue and Harrison Street, will remove a large gap in the urban fabric at Harrison Street and Hudson Avenue in the south end of HACCSA.

PUC Achieve Charter School at Mark Street and Hudson Avenue has expanded with an addition completed in 2016. PUC plans to enlarge their campus as future classes matriculate.

Source: CDCR Archives

Pre - 1920s Housing Stock

Source: Google Earth

Weeger Street Infill Housing

Source: Google Earth

Henry Street

Source: CDCR Archives

Chatham Gardens Housing

Source: CDCR Archives

PUC Achieve Charter School

TODAY

Anthony Jordan Health Center will undergo an extensive renovation and add a 6,000 square feet to their building.

Potential future improvements to Bundle of Joy Day Care, CONEA, First Genesis Baptist Church Site, Boss Sauce, R Community Bikes, and Sticky Fingers BBQ Restaurant signal the revitalization of a community that has experienced years of disinvestment.

Source: CDCR Archives

Firefighter's Union Hall

TRANSPORTATION AND CONNECTIVITY

Hudson Avenue serves as a northern gateway to Rochester's center city, it is also a distinct corridor with busy intersections at Clifford Avenue, Upper Falls Boulevard/Cleveland Street and Central Avenue. As the projects mentioned above are built and more people live in and visit HACCSA, appropriate infrastructure to accommodate increased pedestrian, bicycle, automobile, and mass transit will be needed.

Source: CDCR Archives

Hudson Avenue and North Street Intersection

Forty percent of the employed population in this area do not own an automobile. Thirteen bus stops in the HACCSA with two bus shelters, where Hudson Avenue intersects with Kelley and Holland Streets, are available for those who use public transportation. Four of 18 intersections currently have marked pedestrian crossings but these crossings are inadequately marked and some lack curb cuts and sidewalk access. The intersection of Upper Falls Boulevard/Cleveland Street at Hudson Avenue lacks pedestrian controlled signaling devices.

The City of Rochester's Bicycle Master Plan completed in 2011 rates Hudson Avenue between Central and Clifford Avenues to have had adequate bike infrastructure. Unfortunately, most bike lane markings are now absent. Demand for improved infrastructure is driven in part by R Community Bikes at Hudson Avenue and Woodberry Street whose growing program provides free bikes, and repairs to Rochester residents, creating a hub of bicycle activity.

Source: CDCR Archives

Sticky Fingers BBQ

EMPLOYMENT AND ENTREPRENEURSHIP

Thirty-six percent of the study area population between the ages of 16 and 65 are employed. Roughly 37 percent of the population receive some form of public assistance. While the causes of joblessness are complex they include a lack of employment opportunities, insufficient transportation options, and inadequate education and job training. Organizations like the Urban League and Baden Street Settlement offer assistance to local residents to address this issue.

Ten of the 27 unutilized properties on Hudson Avenue include commercial buildings that provide opportunities for new businesses. Sticky Fingers BBQ Restaurant is an example of a small business that has adapted an existing storefront for its restaurant and catering business. Other notable business types on the Hudson Avenue corridor include day care services, restaurants, barbers and salons, and small markets.

CHARRETTE

CHARRETTE PLANNING AND COORDINATION

The Hudson Avenue Community charrette was possible because of months of thoughtful preparation by the Hudson Avenue Steering Committee. From May, 2016 to October, 2016 this group, working in coordination with CDCR, met at Anthony Jordan Health Center and PUC Achieve Charter School to plan the charrette day.

The steering committee's work was multifaceted. Members defined the geographic study area, collected historical and current demographics and identified neighborhood assets and problem areas. Aided by this information and observations from a neighborhood walkthrough they developed the three focus areas representing areas of concern and opportunity in Hudson Avenue's public realm.

CHARRETTE DAY

Residents, community leaders, business owners, City officials, and other stakeholders gathered on Saturday, October 29th, 2016 at the PUC Achieve Charter School Gymnasium on Mark Street for the Hudson Avenue Community Charrette. A multifaceted publicity campaign including door-to-door outreach attracted over 40 community members who participated in the community design charrette. Participants, along with 12 design facilitators, were randomly assigned to one of six groups, each working in one of the three geographical focus areas within the charrette study area. CDCR staff and community volunteers assisted with the day's activities, which included a continental breakfast, registration, focus area walkthrough, working lunch, group report-outs, comment period, and wrap-up by organizers.

Source: CDCR Archives

Source: CDCR Archives

Source: CDCR Archives

Source: CDCR Archives

CHARRETTE AGENDA

Hudson Avenue Community Design Charrette
PUC ACHIEVE CHARTER SCHOOL
14 Mark Street, Rochester, NY

Saturday, October 29, 2016

Agenda

- Registration & Continental Breakfast .....8:30 am
- Invocation.....9:00 am
- Welcome &Introduction:
  - *CONEA 9:05 am*
  - *Jason Dunn, Anthony L. Jordan Center 9:10 am*
  - *Pamela Reese-Smith, City of Rochester 9:15am*
- Charrette Overview- ..... 9:20 am
- Instructions for the Day- CDCR.....9:40 am
- Focus Area Break-Out/ Assembly.....9:50am
- Focus Area Walk Through.....10:00am
- Working Lunch with Focus Group..... 12:00 Noon
- Focus Group Sharing of Ideas.....2:00 pm
- Closing Remarks & Next Steps.....3:00 pm

The CONEA Master Plan & Hudson Ave. Steering Committees extend a special thanks to the following:

PUC Achieve Charter School

Bryan Hickman

City of Rochester, NY
Lovely A. Warren, Mayor
Rochester City Council

DePaul Properties, Inc.

J & S Deli & Sub Shop, Norton St.

CHRISTA CONSTRUCTION

GARDNER PLUS ARCHITECTS, PLLC

Mary Worboys-Turner

DUNKIN' DONUTS
Hudson Ave. Irondequoit

GRAVES BROS. HOME IMPROVEMENT CO.

Jordan Health
Anthony L. Jordan Center

M.G.M. INSULATION INC.

ROCHESTER MANAGEMENT

SWBR ARCHITECTS

FOCUS AREAS

Focus areas are developed by the Steering Committee in advance of the charrette to ensure an efficient and productive collection of ideas from participants. They are geographical areas or thematic types of the study area which include a vision statement, primary focus, assets, concerns, goals, and strategies to develop. Geographical focus areas are often defined by neighborhoods, commercial corridors, or parks while thematic types may include neighborhood streets or green space.

The Hudson Avenue Community Charrette Steering Committee chose to create a single vision and primary focus for their charrette.

The primary focus of the Hudson Avenue Charrette is *"to create a vibrant and attractive gateway that represents the Hudson Avenue residents, health and education campuses, and faith community assets in the area."*

The Steering Committee developed the following vision statement to guide charrette activities. *"To restore a walkable residential and commercial neighborhood that supports the interests and needs of current residents, businesses and organizations including the faith, education and healthcare communities, attracts new residents and businesses and respects the rich history and culture of the Hudson Avenue Corridor."*

Each focus area is defined and organized by the ideas produced through each workgroup in the following pages of this section. Charrette notes are transcribed as they are written during the charrette to avoid misinterpretation.

FOCUS AREA #1: CENTRAL AVENUE TO KELLY STREET AND NASH STREET

Workgroup 1 A

- Lenzy Blake
- David Burrows (Facilitator)
- Lewis Childs (Facilitator)
- Adonis Garcia
- Jahkim Johnson
- Joyce McFadden
- Emma Morrison
- Renee Reed
- Charles Stevens

Workgroup 1 B

- Sabrina Anglin
- Lee Cooper
- William Johnson
- Jakie M. Jackson
- Peter L. Morse
- Elizabeth Murphy (Facilitator)
- Dolly Randle
- Ms. Thomas

FOCUS AREA # 2: KELLY STREET TO MERRIMAC STREET

Workgroup 2 A

- Antoine
- Arline Purvis
- Mrs. Patty A. Blanding
- Jaekwon Chisoin
- Vincent R Felder
- Mr. Robert L. Ford
- Maria Furgiuele (Facilitator)
- Peggy Hill
- Pastor James
- John Lam (Facilitator)
- Emily Royce (Academic Intern)
- Van Smith

Workgroup 2 B

- Workgroup 2 B
- Edward Campany
- Jason Dunn
- Nancy Foster (Facilitator)
- Vince Fussello
- Candice Jiang (Academic Intern)
- Nelson Joaqulin
- Paul Tankel (Facilitator)

FOCUS AREA # 3: GILMORE STREET TO CLIFFORD AVENUE

Workgroup 3 A

- Glenn Alexander
- Roger Brown (Facilitator)
- Pat Canty
- Dorothy Dunwoody
- Bryan Hickman
- Jordan Jordan
- King Jordan
- Tony Jordan
- Hayden King (Facilitator)
- Shalitta Yancen

Workgroup 3 B

- Monique Adams
- Robert Avel
- David Carr
- Valerie Gilbert (Facilitator)
- Beth Hickman
- Marie Jordan
- JT Muhammod
- Patricia Partridge (Facilitator)
- Mary Worboys-Turner

FOCUS AREAS

FOCUS AREA #1: CENTRAL AVENUE TO KELLY STREET AND NASH STREET

Description/Boundaries:
The area we are concentrating on extends along Hudson Avenue from the intersection at Kelly Street in the south to the intersection at Merrimac Street on the north. The area consists of the buildings and sites along the corridor and the streets and sidewalks forming the public realm.

Assets:
- Historic assets
- Fire department union hall
- Faith communities
- More to come at charrette

Concerns to Address:
- The integration of the side streets with the Hudson Avenue corridor
- The role of transportation along the Hudson Avenue corridor in the focus area and through the entire Hudson Avenue corridor starting at the Inner Loop
- Commercial facades, signage and fencing
- Infrastructure necessary to keep existing businesses strong and help growth
- Condition of the streetscape including street trees and sidewalk
- Parking
- Lighting
- Vacant and underutilized properties
- More to come at charrette

Goals:
- Amenities at bus stops
- Pedestrian crosswalks
- Develop housing stock
- Develop gateway
- Beautify railroad underpass
- More to come at charrette

Strategies:
- To come at charrette

Source: CDCR Archives

Rail Bridge over Hudson Avenue

Source: CDCR Archives

Crosby Brownlie

Source: CDCR Archives

Firefighter's Union Hall

Source: Google Earth

Masjid Tawfeeq of Rochester

Source: CDCR Archives

Holy City International Church of God In Christ

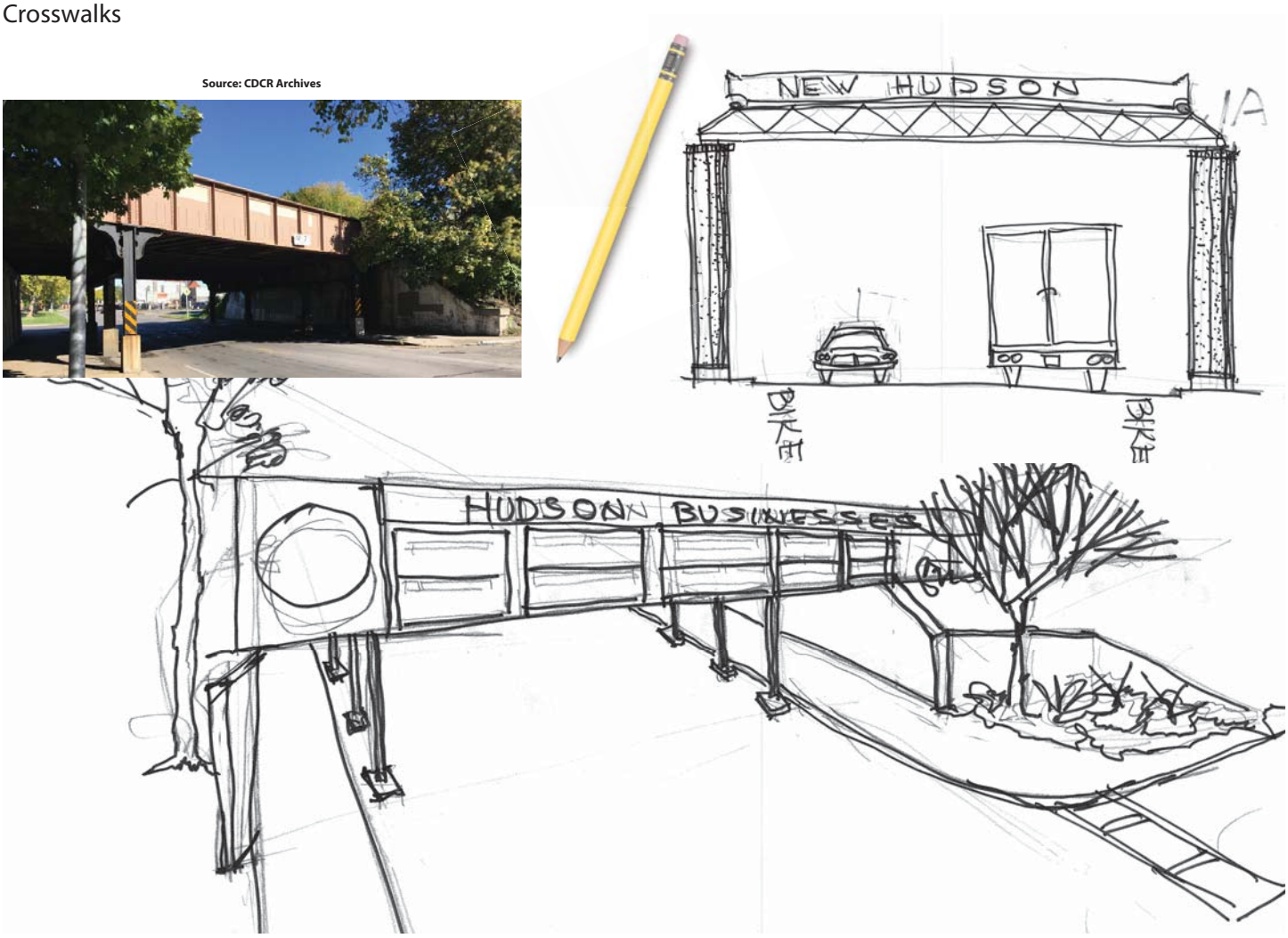
FOCUS AREAS

WORKGROUP 1 - A

Group Notes:
Street trees and hedgerows
Screen parking-lots
Replace chainlink fence
Cleanout old trailers @ hudson save more
Tents??
Fill-in holes
Improved community garden
Area name identity
Better scale lighting {p-e-d} lower lighting have
closer
Murals
Business signs on rr bridge
Light and dress-up rr bridge
Bike lanes/bus stop
South entry structure {gateway}
Crosswalks

Source: CDCR Archives

Source: CDCR Archives



FOCUS AREAS

WORKGROUP 1 - A

FOCUS AREAS

WORKGROUP 1 - B

Group Notes:

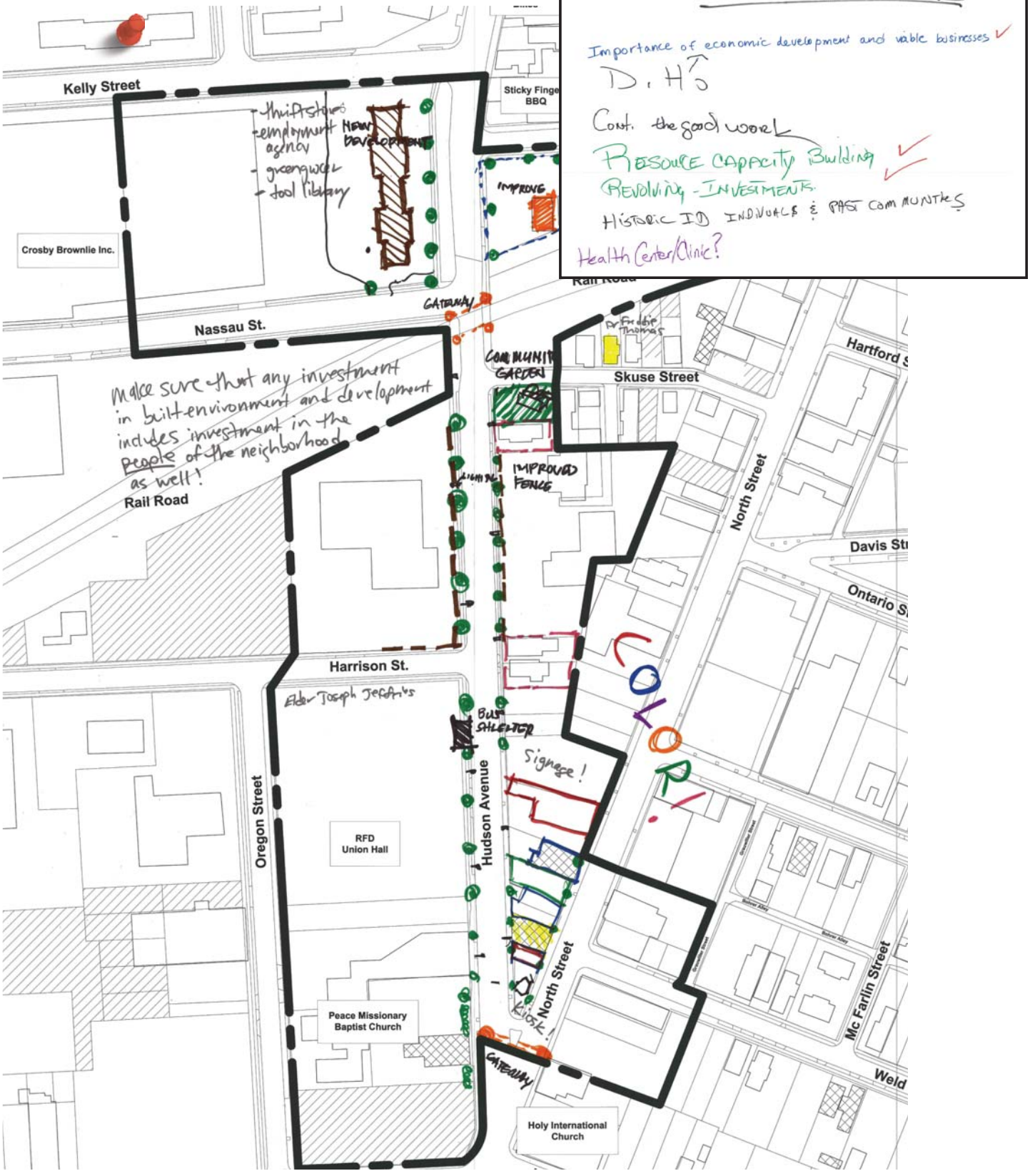
Neighborhood	North St. /Hudson
Items to Improve	Suggested Improvements
1. Gateway/sculpture entrance	sculpture/
2. Seating/light	seating/landscaping/ lighting
3. Fencing	improve/replace
4. Paint	vibrant colors color blocking art
5. Signage	business signs
6. Neighborhood id	banners/planters
7. Business construction	new infill construction
Second hand store	crobie brown lee
8. Utility poles	replace residential/commercial
9. Economical development	-shipping containers construction
9a economic opportunites	-kiosks
10. Historic identification	skuse street - Dr. Freddie Thomas
	Elder Joseph Jeffries
11. Neighborhood gardens	greenhouse/gardens
12. Bus shelters	
13. Trash cans	better street furnishings
14. Sidewalks/curbing	
14a. Landscaping/flowers	

Source: CDCR Archives

Source: CDCR Archives

FOCUS AREAS

WORKGROUP 1 - B



FOCUS AREAS

FOCUS AREA # 2: KELLY STREET TO MERRIMAC STREET

Description/Boundaries:
The area we are concentrating on extends along Hudson Avenue from the intersection at Kelly Street in the south to the intersection at Merrimac Street on the north. The area consists of the buildings and sites along the corridor and the streets and sidewalks forming the public realm.

Assets:

- Historical assets- Hanover Housing
- Anthony Jordan Health Center, R Community Bikes, School #6
- Chatham Gardens, Holland Townhouses
- Boss Sauce, Sticky Fingers BBQ, DePaul
- Faith communities
- Baden Park (current recreation uses and historically as site of concerts, holiday festivities, events)
- More to come at charrette

Concerns to Address:

- The integration of the side streets with the Hudson Avenue corridor
- The presence or lack of commercial and retail establishments that provide jobs and offer goods and services to the community
- The role of transportation along the Hudson Avenue corridor in the focus area and through the entire Hudson Avenue corridor starting at the Inner Loop
- Commercial facades, signage and fencing
- Condition of the streetscape including street trees and sidewalks
- Parking
- Lighting
- Vacant and underutilized properties
- More to come at charrette

Goals:

- Increased use of Baden Park
- Development of the Northeast Community Health Campus
- Amenities at bus stops
- Pedestrian crosswalks
- Develop housing stock
- More to come at charrette

Strategies:

- To come at charrette

Source: CDCR Archives

R Community Bikes

Source: CDCR Archives

Sticky Fingers BBQ

Source: CDCR Archives

First Genesis Baptist Church

Source: CDCR Archives

Anthony Jordan Health Center

Source: CDCR Archives

Baden Park Courts

Source: CDCR Archives

Rochester City School #6

Source: CDCR Archives

Holland Townhouses

Source: CDCR Archives

Evelyn's African Braiding Salon

FOCUS AREAS

WORKGROUP 2 - A

Group Notes:
Hudson Ave.
Slow Traffic
Updating Store fronts Uniformally
Coffee House
Fill buildings in
Widen Sidewalks on East Side
Line Trees Along Raod
Commercial Corridor
Telephone Cable Lines Upgrade. (underground)
Flower Boxes on side walks
Changing lighting
Side Walk Seating And Tables
Raod Diet Bike Lanes

Source: CDCR Archives

Upper Falls Blvd.
Medians
Stop Sign at Henry St.
Gateways East and West Ends
Flower Boxes\Pots
Slow Traffic
Bayden Park
More available (restrooms Park)
Renovating Playground behind School #15 Making bigger
Soccer\Football
Talking out \Baseball diamond
Creating football field (Bayden Park)

Source: CDCR Archives

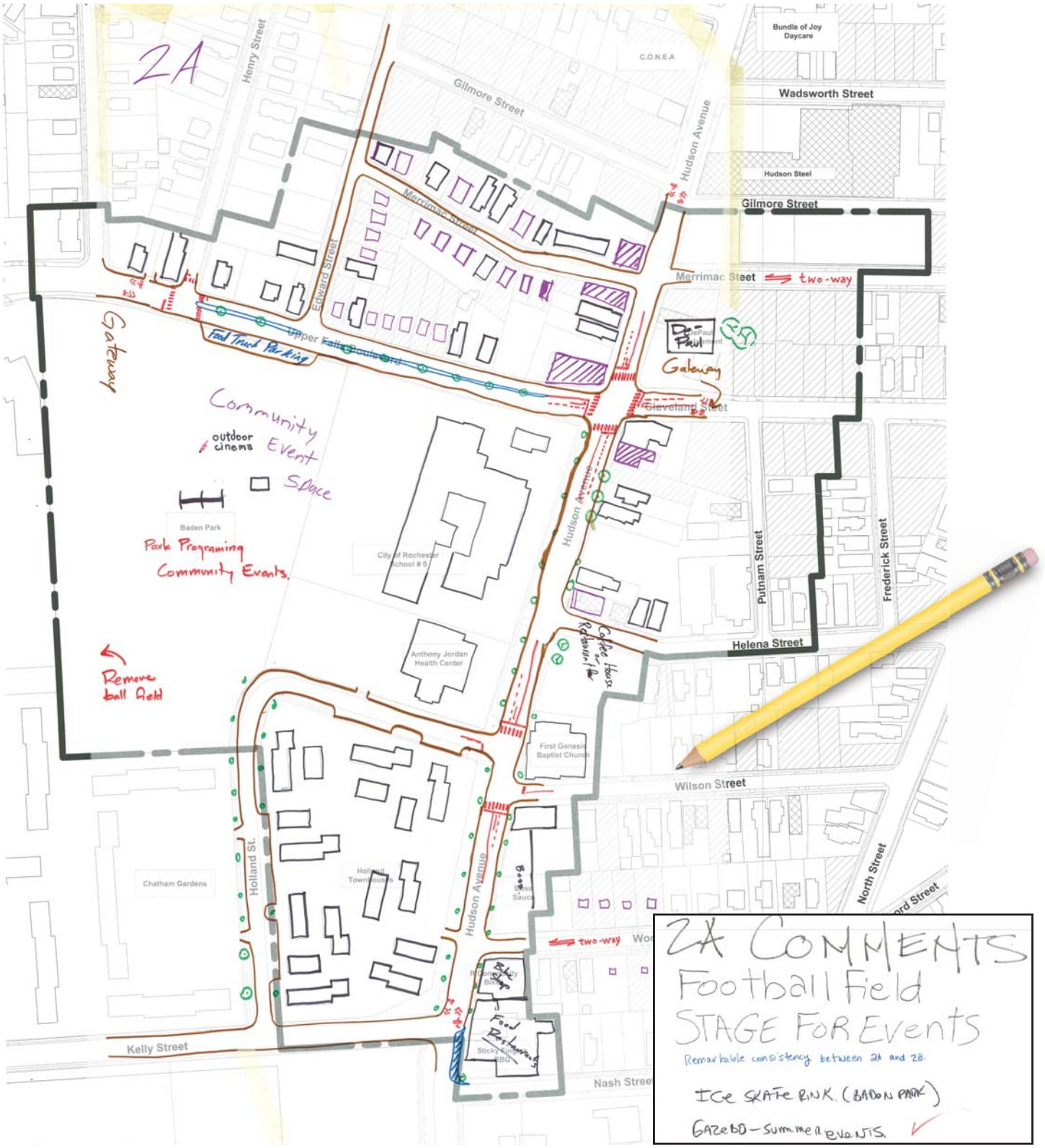
Residential
Single Family Homes
Small Scale Fill in all lots Keep Streets narrow\Tree lining
Street light Cables Underground
Visible Street Signs

Park
Provides Recreation Space
Community Event Space

Source: CDCR Archives

FOCUS AREAS

WORKGROUP 2 - A



FOCUS AREAS

WORKGROUP 2 - B

Group Notes:

Crosswalk
- Btwn Helena + Wilson to AJHC
- Upper Falls/ Cleveland + Hudson
- Helena
- Upper falls

Bump outs
Bike Lanes
Signalized intersections too far apart
Streets too wide
Sidewalks too narrow
Lack of pedestrian friendly lighting
Lack of bike lanes
Lack of consistency/cohesion
- Planting
- Fences as barriers
- "prettier"

Public Art
Grass between sidewalk & walls
Pavers
Improved Bus Shelters
Relationship between private dev & city so efforts are coordinated
- Investments to support dev.

Banners/flowers
Empty lots in residential areas
- Park

Playgrounds
- Develop housing once commercial areas grow = as part of master plan

Increased programming at Baden park
- Athletics; music; fairs, sledding, ice skating, (add height to backstops
- Benches
- Winter activities

Development of sustainable commerce
- What is the sustainable hierarchy of business
  - Succession

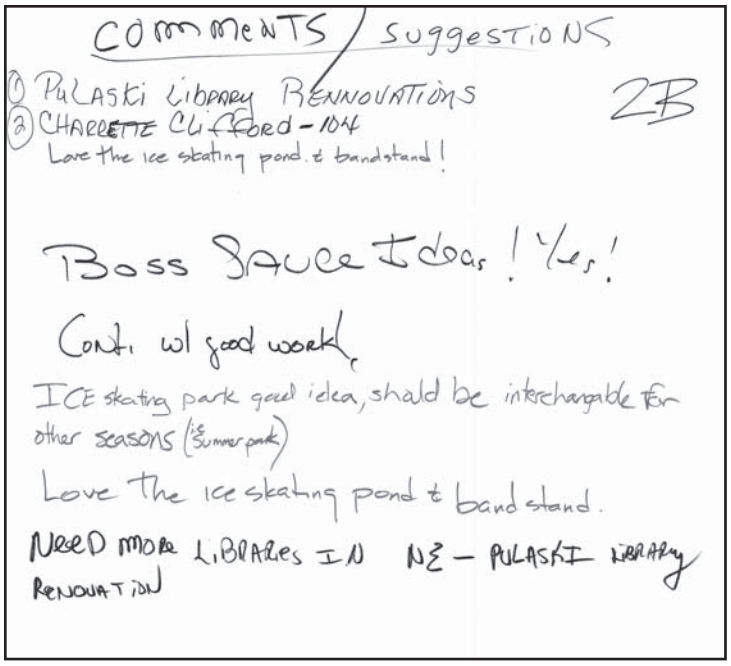
Source: CDCR Archives

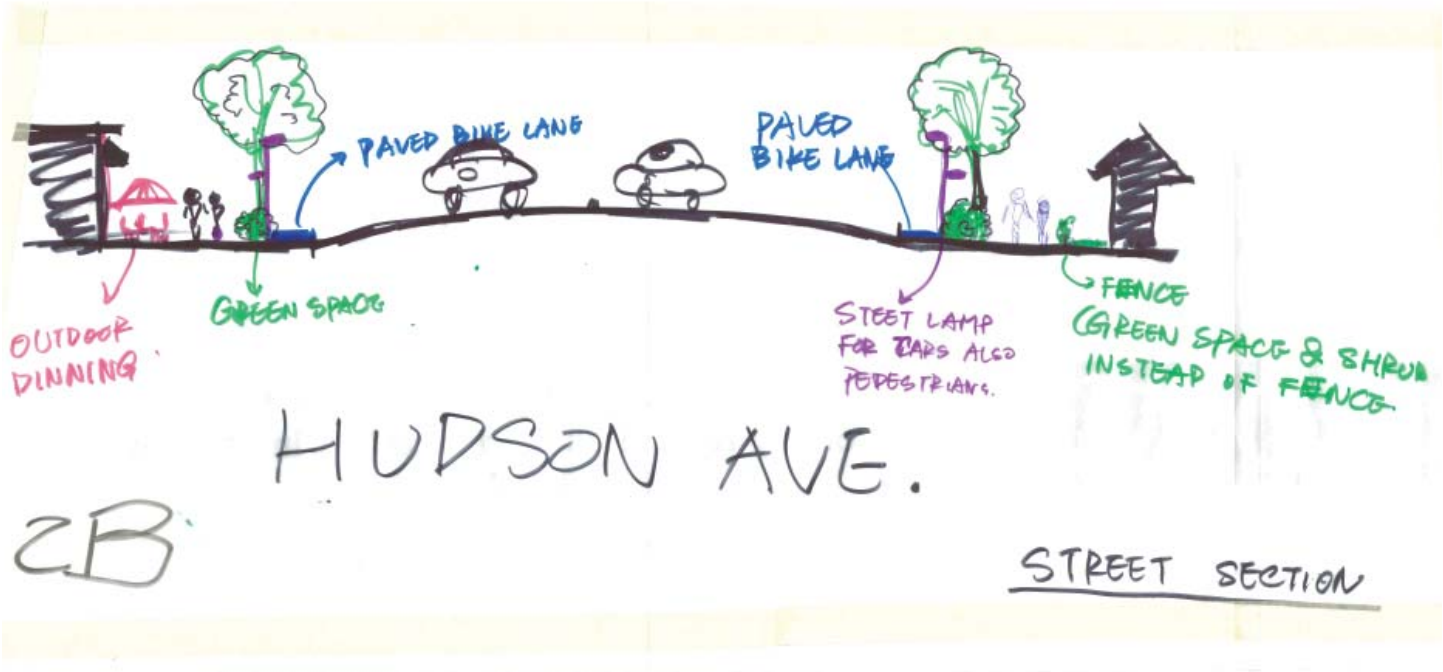
Source: CDCR Archives

FOCUS AREAS

WORKGROUP 2 - B

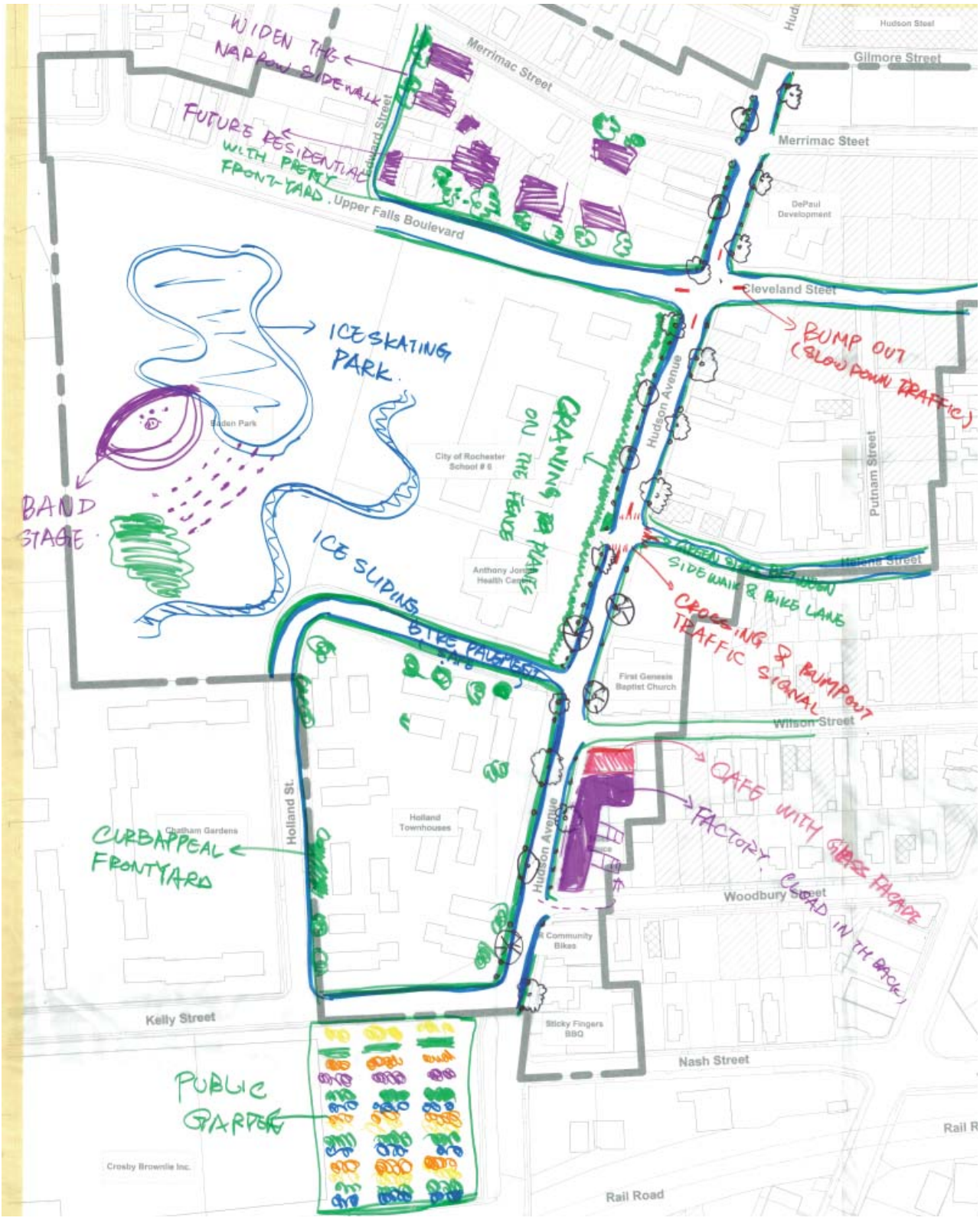
Roch – Vista
Drop Speed Limits
Road "Diet"
Signage "i.e. Boss sauce)
Reasons for motorists to stop based a what they see
Preserve painted brick (history)
Connect depaul & Church re land between the two
Main Themes
2) Pedestrian & motorist safety & public transportation
1) Connecting neighborhood, continuity design SENSE OF PLACE & History
3) Planning, anticipating use of open spaces and parks
4) develop sustainable commerce


COMMENTS / SUGGESTIONS
2B
1) PULASKI LIBRARY RENNOVATIONS
3) CHARLETTE CLIFFORD - 104
Love the ice skating pond & bandstand!
Boss Sauce Ideas! Yes!
Cont. w/ good work!
ICE skating park good idea, shald be interchangable for other seasons (ie summer park)
Love the ice skating pond & band stand.
NEED MORE LIBRARIES IN NE - PULASKI LIBRARY RENOVATION



FOCUS AREAS

WORKGROUP 2 - B



FOCUS AREAS

FOCUS AREA # 3: GILMORE STREET TO CLIFFORD AVENUE

Description/Boundaries:
The area we are concentrating on extends along Hudson Avenue from the intersection at Gilmore in the south to the intersection at Clifford Avenue on the north. The area consists of the buildings and sites along the corridor and the streets and sidewalks forming the public realm. The residential neighborhood west of Hudson Avenue bounded by Weeger Street, Vose Street, and Hudson Avenue is also included.

Assets:
- Historic assets including Model City
- PUC Achieve Charter School campus, Bundle of Joy, CONEA
- More to come during charrette

Concerns to Address:
- The integration of the side streets with the Hudson Avenue corridor
- The presence or lack of commercial and retail establishments that provide jobs and offer goods and services to the community
- The role of transportation along the Hudson Avenue corridor in the focus area and through the entire Hudson Avenue corridor starting at the Inner Loop
- Commercial facades, signage and fencing
- Condition of the streetscape including street trees and sidewalks
- Parking
- Lighting
- Vacant and underutilized properties
- More to come during charrette

Goals:
- Development of PUC Achieve Charter School campus
- Redevelopment of Hudson Steel Campus
- Amenities at bus stops
- Pedestrian crosswalks
- Develop housing stock
- Create gateway to area
- More to come during charrette

Strategies:
- To come during charrette

Source: CDCR Archives

Coaches Kuts Barber Shop

Source: CDCR Archives

CONEA

Source: CDCR Archives

Bundle of Joy Daycare

Source: CDCR Archives

PUC Achieve Charter School

Source: CDCR Archives

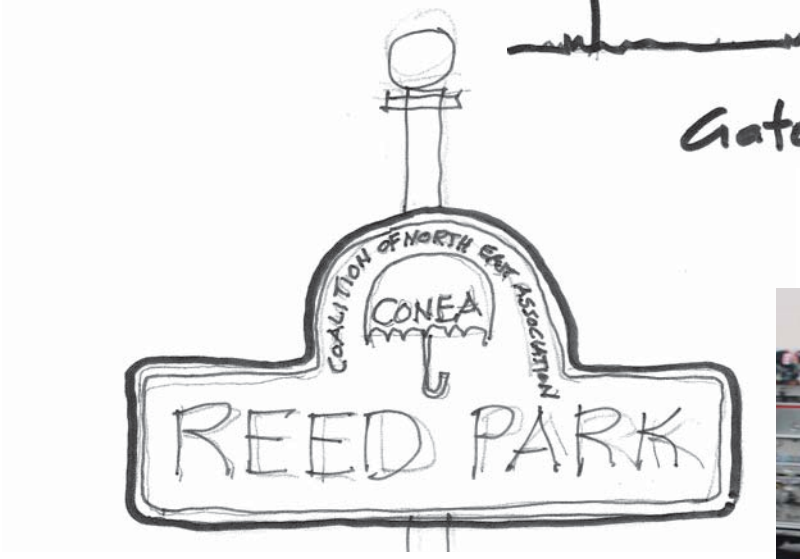
Former Hudson Steel Building

FOCUS AREAS

WORKGROUP 3 - A

Group Notes:
Neighborhood signage
More mixed use (not just on Hudson)
Building relationships between different educational institutions
Bike lanes
Expanded sidewalks- bump outs
Parking alternate blocks
Work force training center
More small business
More open fronts on buildings
Trees
Improve transportation
Community parks, tables, benches. Outside grill. Near businesses
Parking in front of laundry
Better bus stops
Teacher housing
Complete WI-FI community

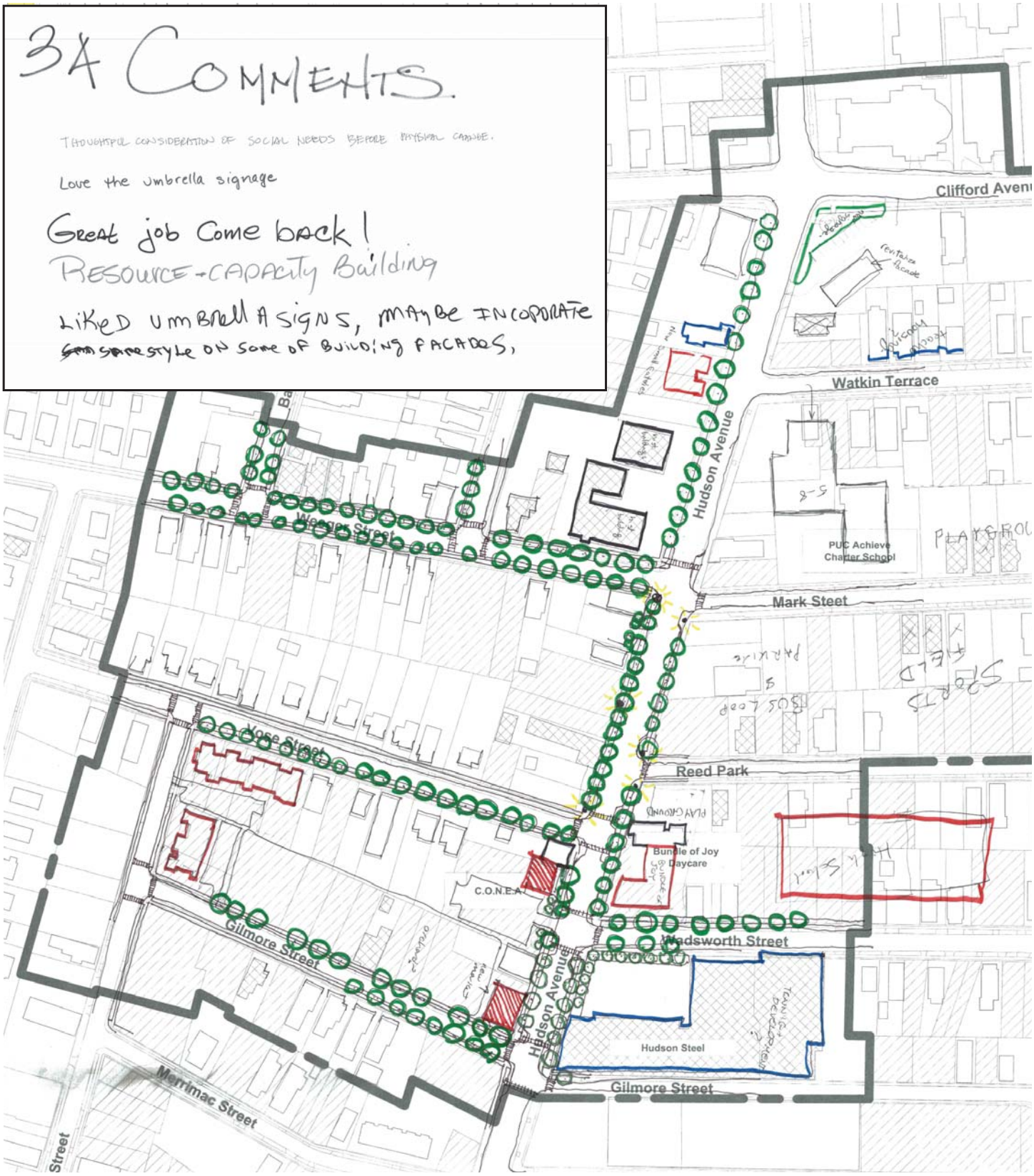
Source: CDCR Archives



Source: CDCR Archives

FOCUS AREAS

WORKGROUP 3 - A



FOCUS AREAS

WORKGROUP 3 - B

Source: CDCR Archives

Group Notes:
Welcome sign
I. Community

1) New sidewalks/curbes wider
2) Crosswalks / St
3) Street lights
4) Welcome signs/ Community Gateway
5) Banners/light poles
6) Trees, Flowers ect. Native Plants – attract birds & butterflies better than exotics
7) Storefront renewal
8) Plaza @ Steel Co Property.
   1. Grocery 2. Drug store 3. Clothing
9) Neighborhood watch Team* call box
10) Close existing stores w/illegal activities
11) Replace chain Fencing.
12) New marking for bus stop. Lighting/benching
13) Bus, Services, Taxes, Cell ph. Coffee shops, Health spa, Art gallery ect.
14) Mixed use properties
15) Hardware store*, Resturants*
16) Movie Theater
17) Seniour home protection services
18) Community Gardens./w/Green Visions
19) Pocket Parks/playgrounds/Conkey Park
20) Clean sweep monthly Program*
21) Dog Park
22) Solar Farm
23) Community Rec. Center
24) Handy cap Compliance throught Entire project
25) Bioswales and Rain Gardens
26) Public Library Branch
27) Young mothers + children together

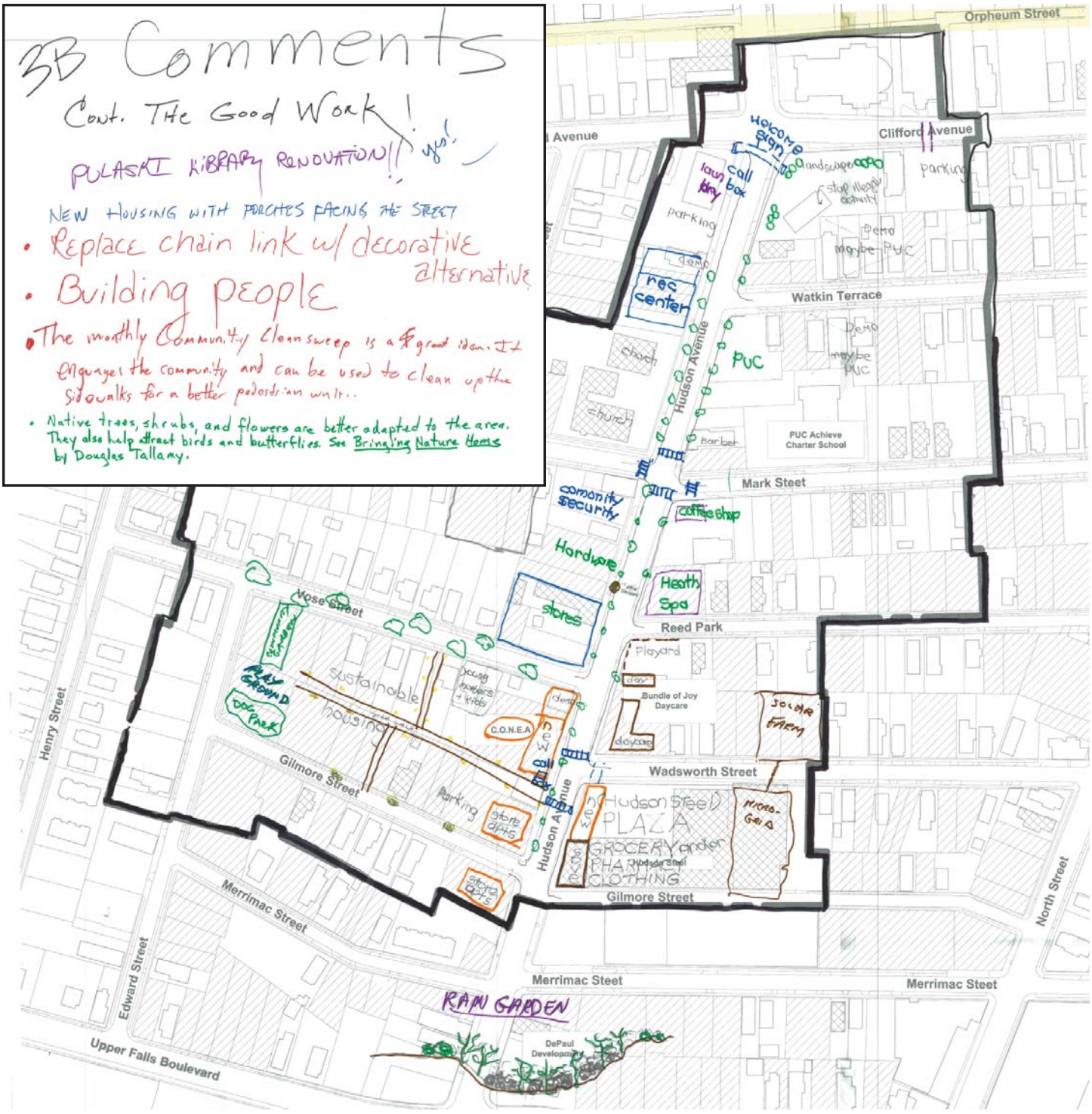
Source: CDCR Archives

Public Meats Groceries

Source: CDCR Archives

FOCUS AREAS

WORKGROUP 3 - B



CHARRETTE FINDINGS NARRATIVE

The following narrative is a consolidation of notes generated at the Hudson Avenue Community Charrette. Participants provided a wealth of ideas for improving the Hudson Avenue Corridor which have been organized according to their impact on the Hudson Avenue community. Also shown in this section are post-charrette sketches prepared by two facilitators which convey several key ideas generated by participants.

Additional work will be needed to prioritize and refine these concepts as the community looks ahead to realizing their vision for a cohesive urban fabric for the Hudson Avenue Corridor.

COMMUNITY FABRIC

Gateway/Community Identity

Participants would like to identify the Hudson Avenue corridor between Clifford and Central Avenues as a unique community through the use of public art, signage, and light pole banners. Participants identified four potential gateways: Clifford Avenue, Upper Falls Boulevard, Cleveland Avenue railroad bridge, and North Street. Community identity can also be found in the history of the neighborhood. Recognizing the key people and places in the neighborhood with markers or public art can strengthen a sense of place. A few noted historic figures are Dr. Freddie Thomas and Elder Joseph Jeffries.

Source: Candice Jiang

Post Charrette Sketch

Baden Park

A number of residents want improvements to the park including additional bathrooms, tables, benches, and grills, an expanded playground, and a bandstand. Participants also suggested more active uses of the park in the winter be considered such as a public ice skating facility and recreation center in Baden Park.

Source: Candice Jiang

Community Gardens

Participants suggested improving and expanding existing gardens and adding greenhouses. New pocket parks, a dog park, and additional playgrounds were noted as ways to turn vacant lots into community assets.

Residential

New small-scale, single-family in-fill homes are desired by residents.

Cleanup

Participants noted specific areas along the corridor that need to be cleaned up. They want to create a monthly Clean Sweep program within the HACCSA to engage the community and maintain sidewalks for a better pedestrian experience. Participants suggested creating murals with vibrant color schemes to spruce up the neighborhood and create a unique identity. They are looking for insight on how to address homeless camps near the railroad bridge.

Source: Hayden King

Post Charrette Sketch

CHARRETTE FINDINGS NARRATIVE

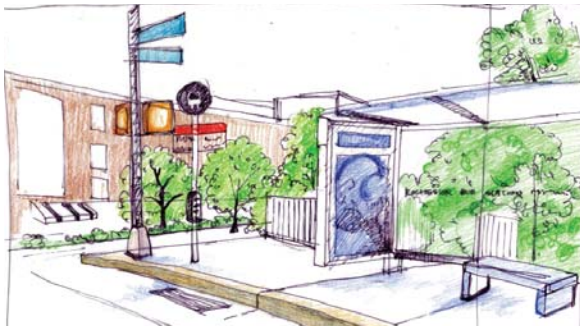
TRANSPORTATION AND CONNECTIVITY

The HACCSA community recognizes Hudson Avenue is a northern gateway to the center city and an important destination in its own right. Major east west corridors such as Upper Falls Boulevard/Cleveland Street and Clifford Avenue provide important connections to the rest of the City.

Crosswalks
Existing pedestrian crossings are in poor condition and too widely separated. Participants want improvements at Upper Falls Boulevard/Cleveland Street and new pedestrian first crosswalks where Hudson Avenue intersects with Helena Street and Wilson Street .

Source: Candice Jiang
Post Charrette Sketch

Traffic Calming
Participants noted that cars frequently travel at high speeds through the study area and suggested the addition of medians on Hudson Avenue at Upper Falls Boulevard/Cleveland Avenue to slow traffic and provide pedestrian refuge. Helena Street and Upper Falls Boulevard were specified as locations for bump-outs. Additional ideas included lowering the speed limit, reducing road widths at intersections, and more signalized intersections. A stop sign at Henry Street and Upper Falls Boulevard would help slow traffic coming around the bend in entering the HACCSA community.



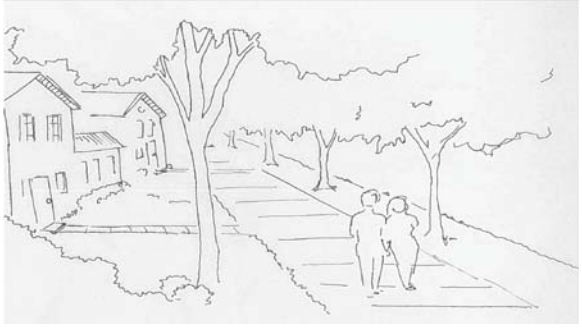
Source: Candice Jiang
Post Charrette Sketch

Public Transportation
Participants call for more bus stops and shelters and more frequent service. Bus shelters should be attractive and include adequate seating and lighting.

Sidewalks
Participants expressed a need for new sidewalks along Hudson Avenue to replace those in poor condition. A wider green space between the sidewalk and street is needed especially on the east side of Hudson Avenue. Brick or concrete pavers are preferred materials.

Bicycle Lanes
Each workgroup stated that Hudson Avenue needed well-marked dedicated bike lanes to protect cyclists.

On-Street Parking
Participants want alternate block, on-street parking access. This accommodates bus stops, pedestrians, and business deliveries on Hudson Avenue.



Source: Hayden King
Post Charrette Sketch

CHARRETTE FINDINGS NARRATIVE

Landscape

A lack of street trees on Hudson Avenue and intersecting streets creates an unwelcoming environment for pedestrians. Participants noted that pedestrians are unable to find shade during hot weather and feel unsafe with little or no barrier between themselves, vehicular traffic, parking lots, and on-street parking. They wanted planting beds and containers located in or on the sidewalk. Bio swales and rain gardens were also seen as desirable features.

Street Furniture

Chain-link fences are unappealing and indicative of crime and vandalism. Participants felt they should be removed and replaced with more appealing options wherever possible. Additional waste and recycling bins are needed to prevent littering. New street lighting that accommodates pedestrians as well as vehicles will enhance safety. Locating utility wiring underground adds aesthetic value and more planting options. Street signs need to be readable by pedestrians as well as drivers. Art in the public realm helps create a neighborhood identity. Additional seating is needed to encourage walking within the neighborhood and resting spots for those with long commutes.

EMPLOYMENT AND ENTREPRENEURSHIP

Local businesses like Boss Sauce employ area residents while others like Canopy Coin Laundry provide a needed service. Expansion of Bundle of Joy Child Development and Anthony Jordan Health Center will add new employment opportunities as their capacity grows. PUC Achieve Charter School adds employment opportunities as it expands its campus with aspirations to provide k-12 education.

Source: Candice Jiang

Post Charrette Sketch

Business and Services

Participants identified a number of businesses that could provide goods and services needed within the HACCSA. These included expanded cafes, a workforce training center, grocery, pharmacy, clothing store, accounting services, art gallery, spa, hardware store, restaurants, movie theatre, and library. Participants thought the former Hudson Steel building would be ideal for a mix of retail uses. They concluded that small business resources would be an important part of encouraging local businesses. While outside the study area, many residents want the former Pulaski Library building to be revitalized. Businesses supporting illegal activity need to be closed.

Source: Hayden King

Post Charrette Sketch

Buildings

Many existing buildings in the HACCSA are in need of façade improvements or repair. Commercial storefronts should have street level windows. Painted brick is characteristic of the neighborhood and should be maintained. Improved signage, visible to vehicles and at human scale, will encourage more commercial activity. Participants noted sidewalk seating and tables along the commercial corridor are desired by patrons.

Vacancy

Participants want new street-front commercial development where there are currently vacant lots and unused buildings. Repurposing existing buildings and infill development can fill in the gaps along the avenue and provide opportunities for new goods, services and employment.

CHARRETTE TEAM

STEERING COMMITTEE

- Corrie Brass - McAllister
- Rev. James Brown
- Paul Caccamise
- David Carr
- Delaine Cook - Green
- Jason Dunn
- Dolores Frazer
- Eddie Harris
- Bryan Hickman (Documentation & History Chair)
- Peggy Hill (Outreach & Communication Co - Chair)
- William Johnson (Charrette Logistics Chair)
- Andria Manns
- Joyce McFadden
- Lillie McNeil
- Mark Minunni
- Amos Postwaite
- Arline Purvis
- Pastor Franklin R. Ross
- Minister Ray Scott (Outreach & Communication Co - Chair)
- Charles Stevens
- Midge Thomas
- Mary Worboys – Turner
- Sandra Whitney

Charrette Day – (R to L 4th) Bryan Hickman

Charrette Day – (R) Charles Stevens

Charrette Day – (L to R) Miss Green, Jason Dunn, and David Carr

Charrette Day – William Johnson

Charrette Day – (L to R 3rd) Peggy Hill

Charrette Day – (L) Mary Worboys - Turner

CHARRETTE TEAM

STEERING COMMITTEE REFLECTIONS

Steering committee members come together as a team during the months long pre-charrette and charrette process. Through their participation they better understand their community's needs as they relate to the built environment. These steering committee members have the ability to continue to lead the community by advocating for the changes that stakeholders identified through the charrette process.

Hudson Avenue Community Charrette Steering Committee member reflections are an account of what each individual has learned through the charrette process and their goals for the community. The following excerpts are taken from their responses to a post-charrette questionnaire.

Please provide a brief background of your professional experience, affiliation (residents, business owner, etc.), and why Hudson Avenue's future is important to you.

- "As a city resident and urban planner since 1969 I have personally advocated for citizen participation in the City Planning Process and find the Hudson Ave Charrette yet another quadrant of the city having promise for an improved future. "– William Johnson

- " I lead a not for profit which manages a rental community located in the vicinity. We manage an affordable housing community – Chatham Gardens." – Peggy Hill

- "The built environment, including housing, safe streets, and the presence of goods and services within the neighborhood, is one important factor that impacts the social determinants. Addressing the built environment is an important first step in revitalizing the neighborhood and addressing the social determinants of health." – Jason Dunn

- "If enough affordable housing and good health services, plus new businesses come in to the area near our school, we can give children the stability in their lives that makes academic, behavioral, social and emotional success possible. Therefore, the work of CONEA, DePaul, Jordan Health and many others in the community is extremely important to me and our children." – Bryan Hickman

How has your understanding of the built environment changed from pre-charrette to post-charrette?

- "Too many leaders are distracted with maintaining relevance of their own making, while feeling left out from the real process" – William Johnson

- "Never before did I think about things like narrowing streets to slow traffic, etc." – Peggy Hill

- "It is not just streets, sidewalks and buildings, but encompasses open space, parks and vistas." – Jason Dunn

- "As I have gotten to know some of the people in the neighborhood, my perceptions have changed positively: I think we have something to build on and that a lot of intelligent, caring people are working to make their neighborhood better." – Bryan Hickman

What is your understanding of next steps in improving the built environment of the Hudson Avenue Community that resulted from the charrette?

- "My vision for the community became more clear as a result of participating in the charrette." - David Carr

CHARRETTE TEAM

- "To redirect Labor Union, post-secondary education efforts, commercial lending products designated for impact and Health Service Providers with existing agency resources, targeted within the Northeast quadrant for the purpose of leveraging sound result in pipeline projects" – William Johnson

- "Results of the charrette will be gathered and summarized so that stakeholders will have a better understanding of desired steps to follow in making the community stronger" – Peggy Hill

- "Raising funds to hire a consultant who, in turn, will take the results of the charrette as presented by the Design Center and incorporate the results in a master plan for the CONEA Neighborhood Area" – Jason Dunn

- "It is vital to keep the momentum up: get the city to upgrade lighting and do other items as discussed in the charrette, so things come together as a whole, and that the city get an allocation for more dollars for affordable housing." – Bryan Hickman

With the charrette results in mind, what advice would you offer to those looking to better the Hudson Avenue Charrette Area?

- "We gained expertise by working together on the Hudson Avenue charrette and need to take it to the next level and develop a master plan for the CONEA service area. We want to do it right." - David Carr

- "Outside of demanding that everyone participates in the planning process, agencies and worship houses, block club should commit lending a voice step by step through the process." – William Johnson

- " Master Plan Steering Committee needs participation from the residents within the CONEA Neighborhood Area" – Jason Dunn

- "Get involved and get others involved. There is obviously a great deal of commitment there already. I was amazed to witness the closeness of the local residents as well as how long they had lived there." – Peggy Hill

- "Similarly, keep thinking about what practical, affordable things will help neighborhood residents become stronger contributors in terms of earning a good income, keeping families together, getting their children and themselves educated, etc." – Bryan Hickman

Source: CDCR Archives

CHARRETTE TEAM

CHARRETTE AND WALKTHROUGH FACILITATORS

- Roger Brown (Charrette and Walkthrough)
- David Burrows (Charrette)
- Jules Chiavaroli (Walkthrough)
- Lewis Childs (Charrette)
- Howard Decker (Walkthrough)
- Mo Duggan (Charrette and Walkthrough)
- Nancy Foster (Charrette)
- Maria Furgiuele (Charrette and Walkthrough)
- Valerie Gilbert (Charrette)
- Hayden King (Charrette)
- John Lam (Charrette)
- Aaron M. Lehman (Charrette and Walkthrough)
- Peter L. Morse (Charrette)
- Elizabeth Murphy (Charrette)
- Patricia Partridge (Charrette)
- Mary Scipioni (Walkthrough)
- Paul Tankel (Charrette and Walkthrough)

VOLUNTEERS

- Eddie Campany
- Sarah Jenks

SPECIAL THANKS

Major Support

- Christa Development Corporation (Funder)
- City of Rochester (Funder and Mapping Resources)
- DePaul (Funder)

Contributing Support

- SUNY Alfred State College Bachelor of Architecture Program (Internship Program Partner)
- Anthony Jordan Health Center (Staff time, Supplies, & Meeting Host)
- Bryan Hickman (Charrette Lunch)
- Dunkin Donuts – Irondequoit (Charrette Breakfast)
- Gardner Plus Architects (Charrette Breakfast)
- Graves Bros. Home Improvement
- Greater Rochester Association of Realtors (Training materials funder)
- J&S Sub Shop, Norton Street (Charrette Lunch)
- Mary Worboys – Turner (Charrette Supplies)
- MGM Insulation Inc.
- Paige Pensgen (Academic Intern)
- PUC Achieve Charter School (Staff time, Supplies, & Charrette Host)
- Ria Purnama (Academic Intern)
- Rochester Institute of Technology Architecture - (Internship Program Partner and Facilitation)
- Rochester Management (Staff time and Supplies)
- Rochester Public Library & City Historian (Research Materials)
- SWBR
- Vertus School (Student helpers)

COMMUNITY DESIGN CENTER ROCHESTER

MISSION STATEMENT

The mission of the Community Design Center Rochester is to be a resource, assisting municipalities and citizens of the Greater Rochester Region in defining, understanding, promoting and implementing concepts of design excellence and sustainability for the built environment and public realm.

STAFF

Executive Director: Mo Duggan (Retired)/Interim Executive Director: Maria Furgiuele
Project, Program & Design Coordinator: Aaron Lehman
Office Coordinator: Richard Henahan
Graphic and Web Designer and Imaging Consultant: Angela Richards

OTHER CHARRETTES

CITY OF ROCHESTER

- ARTWalk Workshops Assistance
- Bridging Neighborhoods Community Design Charrette
- Center City Charrette
- Corn Hill Neighborhood Community Design Charrette
- Dewey Avenue Community Design Charrette
- Dewey/Driving Park Urban Village Charrette
- Downtown Design Charrette
- El Camino Revitalization Area Community Charrette
- Joseph Avenue Business District Charrette
- Marketview Heights Community Design Charrette
- Monroe/Goodman Charrette
- Northern Gateway Charrette
- South Clinton Charrette
- South Presbyterian Church Charrette Workshop
- St. Paul Corridor Charrette
- Susan B. Anthony Neighborhood Community Design Charrette
- SW Riverfront Area Charrette
- University Avenue Charrette
- Upper Monroe Community Design Charrette

OTHER CHARRETTES

- Village of Lima Charrette
- Town of Lima Route 15A North
- Penn Yan Community Charrette
- Brighton/Monroe Avenue Corridor Charrette
- Hamlet of Rush/ Honeoye Creek Greenway Plan
- Village of Churchville Community Design Charrette
- Irondequoit Town Center
- Williamson Community Design Charrette
- East Rochester Gateway Charrette
- Pittsford Village Charrette
- Fairport Village Charrette

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CDCR is supported, in part, by the New York State Council on the Arts with the support of Governor Andrew Cuomo and the New York State Legislature

APPENDIX: ANTHONY JORDON HEALTH CENTER HEALTH CAMPUS SURVEY

Hudson Avenue Community Charrette
Community Health Campus Survey Results

As part of the Charrette Day, participants were asked to respond to a survey regarding the concept of a "community health" campus that would house all of the services the CONEA Neighborhood Area needs to become a healthy community. The survey form explained that the concept of a healthy community is about more than the health of the people who live in the community. Clearly, the health of the people in the community is vitally important. But the health of the people in the community is directly linked to the health of the community as a whole. In a healthy community people have jobs, children attend a local school, the streets are safe, the services that people need are easy to get to in the community.

The survey provided a list of services gathered from discussions with community members. The participants in the charrette circled the services they thought should be included in the campus, and added their own thoughts to the list. We received 17 surveys that produced the following results:

Job Training	53%
Financial Counselling	53%
GED Classes	47%
Adult Education Programs (Including Child Care Education)	47%
Healthy Diet Cooking Classes	41%
Mental health Services	35%
Legal Services	35%
Chemical Dependency Treatment	35%
After School Program in Collaboration with the David Gantt Recreation Center	29%
Community Meeting Space	29%
Medical Specialty Services	24%
Day Care	18%
Dialysis	18%
Clothing Pantry	18%
English as a Second Language	18%
Computer Education	18%
Food Pantry	12%
Senior Citizen Services	12%
Vegetable Garden	12%
Sanctuary Garden	12%
Historical Archives/Bring Out the Honored (Frederick Douglass; Joseph Jeffries)	12%
A DSS Office	6%
Clean Sweep	6%
Painting the Streets	6%
Special Needs Services	6%
Organic Farm	6%
Ethnic Mix	6%
Restaurants (Fine Dining)	6%
Coffee Houses	6%
Retail Clothing Outlet	6%
CPR Training	6%
Sickle Cell Outreach	6%
Environmental Concerns	6%
Coordinated Volunteer Network with Reciprocal Relationships	6%
Exercise Trail	6%
Need a conservative/serious radio station that is minority leaning	6%
Employment Agency	6%
Social Events/Center	6%

APPENDIX: HUDSON AVENUE COMMUNITY CHARRETTE STUDY AREA